

7       in a direction of vehicle travel, as a result of a torque acting in the pivoting  
8       direction, into a safety position;  
9                a device for generating the torque;  
10          means for detecting a rear-end impact; and  
11          immobilization means for retention of the upper back part in the normal  
12       use position;  
13                wherein the device for generating the torque comprises a force storage  
14       device or energy storage device acting irrespective of any occupancy of the  
15       vehicle seat, the means for detecting a rear-end impact comprising a vehicle  
16       crash sensor and the immobilization means comprising a lever system, the  
17       vehicle crash sensor being in effective connection with the force storage device  
18       or energy storage device, and with the lever system constituting the  
19       immobilization means for retention of the upper back part, such that in the event  
20       of the rear-end impact, the retention of the upper back part in the normal use  
21       position is nullified, the force storage device or energy storage device is  
22       activated, and the pivoting motion is thereby initiated.

1               26. (New) The seatback of Claim 25, wherein there is attached in or  
2       on the upper back part a headrest which in the event of a rear-end impact is  
3       moved out of a comfort position, in which its spacing from a seat user's head is  
4       approximately 40 to 110 mm, into an interception position, in which its spacing  
5       from a seat user's head is zero or almost zero.

1               27. (New) The seatback of Claim 25, wherein the torque-generating  
2       device is constituted by a preloaded spring element or multiple preloaded spring  
3       elements.

1               28. (New) The seatback of Claim 27, wherein the spring element is  
2       constituted by a torsion spring arranged in the pivot axis.

1               29. (New) The seatback of Claim 27, wherein the means for detecting  
2       a rear-end impact are in effective connection with the immobilization means for  
3       retention of the upper back part in the normal use position, and immobilization

4 means are in effective connection with the torque-generating device, in such a  
5 way that in the event of the impact, the preloaded spring element is released by  
6 the immobilization means.

*R/C*  
1 30. (New) The seatback of Claim 25, further comprising a second  
2 immobilization means for retention of the upper back part against a backward  
3 motion out of the safety position into the normal use position.

1 31. (New) The seatback of Claim 25, wherein the lever system of the  
2 immobilization means for retention of the upper back part in the normal use  
3 position is constituted by at least two coacting levers.

*P/G*  
1 32. (New) The seatback of Claim 25, wherein the lever system of the  
2 immobilization means for retention of the upper back part in the normal use  
3 position comprises an interlock lever joined immovably to the upper back part,  
4 and to the torque-generating device, the interlock lever pivotable about the pivot  
5 axis of the upper back part, and secured in a locked position by a locking bolt.

1 33. (New) The seatback of Claim 32, wherein in the locked position,  
2 the locking bolt engages through an elongated opening of the interlock lever, out  
3 of which it is moved in order to release the torque-generating device.

1 34. (New) The seatback of Claim 32, wherein the interlock lever is  
2 joined to the torsion spring via a recoil lock that blocks any pivoting of the upper  
3 back part in the direction out of its normal use position into its safety position,  
4 but permits it in the opposite direction.

1 35. (New) The seatback of Claim 34, wherein the recoil lock is  
2 embodied as a self-locking rolling-element or wedge-type lock, operating  
3 positively or nonpositively, preferably by jamming, or as a ratchet device, in such  
4 a way that it makes possible immobilization even in positions located between  
5 the safety position and the normal use position of the upper back part.

1 36. (New) The seatback of Claim 25, wherein the lever system is  
2 constituted by a pawl, mounted pivotably in the upper back part, wherein the

*B6* > 3 pawl in a locked position braces against a counterbearing that is stationary  
4 relative to the upper back part; and by a pivotably mounted immobilization lever  
5 that in a locked position engages into the pawl, and in a release position releases  
6 the pawl.

*Al Court* 1 37. (New) The seatback of Claim 36, wherein the lever system is  
2 mounted in side walls of a pocket-like holding part arranged in the upper back  
3 part.

1 38. (New) The seatback of Claim 37, wherein the counterbearing is  
2 arranged at an upper end of a support part that is immovably joined at the other  
3 end to the lower back part and projects into the pocket-like holding part, and is  
4 constituted by a stop surface for a lobe of the pawl arranged approximately at an  
5 unattached lever end.

*KW 216* 1 39. (New) The seatback of Claim 36, wherein a motion of the  
2 immobilization lever out of its locked position into its release position is brought  
3 about by means of an electromagnet which receives its switching pulse from a  
4 sensor constituting the means for detection of the rear-end impact.

*B6* > 1 40. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is respectively embodied as a self-locking rolling-element or  
3 wedge-type lock that operates positively and/or nonpositively, or as a ratchet  
4 device, the second immobilization means making possible immobilization against  
5 a backward motion even in positions located between the safety position and the  
6 normal use position of the upper back part.

1 41. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is configured as a snap-locking ratchet mechanism having  
3 at least one ratchet tooth set attached within the pocket-shaped holding part,  
4 and having at least one tooth functioning as a counterpart ratchet element,  
5 arranged on the support part.

1 42. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is configured as a rolling-element locking device comprising

3 a ring gear, arranged concentrically about the pivot axis of the upper back part,  
4 that is arranged inside a cylindrical shell, as well as rolling elements arranged  
5 between the teeth of the ring gear and between the ring gear and the shell.

1       43. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is configured as a recoil lock that comprises a cylindrical  
3 inner part, arranged concentrically about the pivot axis of the upper back part,  
4 that is arranged within a shell part, as well as rolling elements or jamming  
5 wedges arranged in receptacles of the shell part.

1       44. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is configured as a recoil lock that comprises a cylindrical  
3 inner part having a smooth enveloping surface or one structured to increase  
4 friction or equipped with a coating, and an eccentrically mounted pivoting body  
5 engaging nonpositively on the enveloping surface of the inner part.

1       45. (New) The seatback of Claim 30, wherein the second  
2 immobilization means is configured in such a way that the second immobilization  
3 means limits any recoil play of the upper back part to a maximum angular  
4 magnitude of one degree.

1       46. (New) The seatback of Claim 25, wherein the means for detecting  
2 a rear-end impact are in effective connection with the immobilization means for  
3 retention of the upper back part in the normal use position, and the  
4 immobilization means are in effective connection with the torque-generating  
5 device, in such a way that in the event of the impact, a release of the torque-  
6 generating device is accomplished by the immobilization means by means of a  
7 pyrotechnic device.